

§ 302-7.12, Nt.

EFFECTIVE DATE NOTE: By FTR Amdt. 2011-01, 76 FR 18340, Apr. 1, 2011, § 302-7.12 was redesignated as § 302-7.13 and amended in the second column of the table, by revising the first entry (opposite entry (a) in the first column), to read “An allowance of up to 2,000 pounds, exclusive of the 18,000 pounds net weight of HHG shipment, is used for the packing weight covering barrels, boxes, cartons, and similar material but does not include pads, chains, dollies and other equipment to load and secure the shipment.”, effective Aug. 1, 2011.

§ 302-7.13 What methods of transporting and paying for the movement of HHG, PBP&E and temporary storage are authorized?

There are two authorized methods of transporting and paying for the movement of HHG, PBP&E and temporary storage. Your agency will determine which of the following methods will be authorized.

(a) *Commuted rate system.* Under the commuted rate system you assume total responsibility for arranging and paying for, at least the following services: packing/unpacking, crating/uncrating, pickup/deliver, weighing, line-haul, drayage, and temporary storage of your HHG and PBP&E with a commercial HHG carrier or by renting self drive equipment for a do-it-yourself move. When any PBP&E is transported as an administrative expense of your agency, all arrangements (e.g., packing/unpacking, pickup/delivery, weighing, temporary storage, etc.) will be handled and paid for by your agency.

(b) *Actual expense method.* Under the actual expense method, your agency assumes the responsibility for arranging and paying for all aspects (e.g., packing/unpacking, pickup/delivery, weighing, line-haul, drayage, temporary storage, etc.), of transporting your HHG and PBP&E with a commercial HHG carrier.

EFFECTIVE DATE NOTE: By FTR Amdt. 2011-01, 76 FR 18340, Apr. 1, 2011, § 302-7.13 was redesignated as § 302-7.14, effective Aug. 1, 2011.

§ 302-7.14 Are there any disadvantages to using the commuted rate method for transporting HHG, PBP&E and temporary storage?

Yes. The disadvantages to using the commuted rate method for transporting HHG, PBP&E and temporary storage are that the:

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(a) Government cannot take advantage of any special rates that may be offered only to Government shipments;

(b) Commuted rate method does not apply to intrastate moves; and

(c) Commuted rate method may not fully reimburse your out-of-pocket expenses.

EFFECTIVE DATE NOTE: By FTR Amdt. 2011-01, 76 FR 18340, Apr. 1, 2011, § 302-7.14 was redesignated as § 302-7.15, effective Aug. 1, 2011.

§ 302-7.15 Must I use the method selected by my agency for transporting my HHG, PBP&E and temporary storage?

No, you do not have to use the method selected (§ 302-7.301) by your agency, and you may pursue other methods, however, your reimbursement is limited to the actual cost incurred, not to exceed what the Government would have incurred under the commuted rate system within CONUS and the actual expense method OCONUS.

EFFECTIVE DATE NOTE: By FTR Amdt. 2011-01, 76 FR 18340, Apr. 1, 2011, § 302-7.15 was redesignated as § 302-7.16 and revised, effective Aug. 1, 2011. For the convenience of the user, the revised text is set forth as follows:

§ 302-7.16 Must I use the methods selected by my agency for transportation and temporary storage of my HHG and PBP&E?

No, you do not have to use the method selected (see § 302-7.401) by your agency for transportation and temporary storage of your HHG and PBP&E. You may pursue other methods; however, your reimbursement is limited to the actual cost incurred, not to exceed what the Government would have incurred under the method selected by your agency.

§ 302-7.16 Is the maximum weight allowance for HHG and temporary storage limited when quarters are furnished or partly furnished by the Government OCONUS or upon return to CONUS?

When quarters are furnished or partly furnished by the Government OCONUS, your agency may limit the weight of HHG and temporary storage that can be transported to that location. Only the authorized weight allowance that was shipped to the OCONUS location may be returned to CONUS upon completion of the tour of duty, unless the agency makes an exception

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under conditions specified in agency internal regulations.

EFFECTIVE DATE NOTE: By FTR Amdt. 2011-01, 76 FR 18340, Apr. 1, 2011, § 302-7.16 was redesignated as § 302-7.17, effective Aug. 1, 2011.

§ 302-7.17 May PBP&E be transported at Government expense upon returning to CONUS for separation from Government service, after completion of an OCONUS assignment?

Any PBP&E that was transported as an administrative expense of the Government to the OCONUS assignment will be returned as an administrative expense of the Government to the place of actual residence or any other location, not to exceed the cost to the authorized destination.

EFFECTIVE DATE NOTE: By FTR Amdt. 2011-01, 76 FR 18340, Apr. 1, 2011, § 302-7.17 was redesignated as § 302-7.18, effective Aug. 1, 2011.

§ 302-7.18 Who is liable for any loss or damage to HHG incident to an authorized relocation?

When transporting HHG under the commuted rate or actual expense method and a commercial HHG carrier is used, the carrier accepts limited liability for any loss or damage in accordance with HHG carrier tariffs. For transporting HHG by self drive equipment for a do-it-yourself-move and for any loss or damage not covered by the HHG carrier, see part 302-11 of this chapter.

EFFECTIVE DATE NOTE: By FTR Amdt. 2011-01, 76 FR 18340, Apr. 1, 2011, § 302-7.18 was redesignated as § 302-7.19, effective Aug. 1, 2011.

§ 302-7.19 Should I include items that are irreplaceable or of extremely high monetary or sentimental value in my HHG shipment?

Generally no; items that are irreplaceable or of extremely high monetary or sentimental value should not be included in your HHG shipment. Additional insurance may be purchased, at your expense, to cover any loss or damage, however, such items are not necessarily provided special security. Accordingly, it is advisable that you or an immediate family member(s) transport such items personally.

EFFECTIVE DATE NOTE: By FTR Amdt. 2011-01, 76 FR 18340, Apr. 1, 2011, § 302-7.19 was redesignated as § 302-7.20, effective Aug. 1, 2011.

§ 302-7.20 If my HHG shipment includes an item (e.g., boat, trailer, ultralight vehicle) for which a weight additive is assessed by the HHG carrier, am I responsible for payment?

If your HHG shipment includes an item (e.g., boat or trailer of reasonable size) for which a weight additive is assessed by the HHG carrier (as prescribed in applicable tariffs), and your shipment exceeds the maximum weight prescribed in § 302-7.2, you are responsible for all excess charges and any special packing, crating, and handling of the weight additive item. See § 302-7.200 on how charges are paid and who makes the shipping arrangements.

[FTR Amdt. 108, 67 FR 57969, Sept. 13, 2002]

EFFECTIVE DATE NOTE: By FTR Amdt. 2011-01, 76 FR 18339, Apr. 1, 2011, § 302-7.20 was reredesignated as § 302-7.21 and revised, effective Aug. 1, 2011. For the convenience of the user, the revised text is set forth as follows:

§ 302-7.21 If my HHG shipment includes an item for which a weight additive is assessed by the HHG carrier (e.g., boat, trailer, ultralight vehicle), am I responsible for payment?

(a) No, you will not be responsible for the shipping charges that result from a weight additive so long as the actual weight of your HHG without the additive does not exceed the 18,000 pound net weight allowance for relocation. However you are responsible for any amount your HHG exceeds the 18,000 pound net weight allowance prior to the addition of the weight additive (e.g., when a weight additive of 700 pounds is imposed by a HHG carrier for a 65-pound canoe and the total net weight of the HHG, including the weight additive, is 18,765 pounds, you are only responsible for the 65 pounds actually added by the canoe).

(b) You are also responsible for the cost of special packing, crating, and handling of the weight additive items, if any. See § 302-7.200 on how charges are paid and who makes the shipping arrangements.

Subpart B—Commuted Rate

§ 302-7.100 How are the charges of transporting HHG, and temporary storage calculated?

The charges for transporting HHG, and temporary storage are computed by multiplying the number of pounds